

THE INDIAN WAR.

The Commander and the Expedition
Against the Sioux.

THE THEORY OF OPERATION.

What Was Accomplished by the
Early Spring Expedition.

A FRONTIER EDITOR ON THE SITUATION.

Scathing Denunciation of the Manage-
ment of Indian Affairs.The relations of the government with the Sioux
Indian nation have evidently reached at last the crisis
which military men on the frontiers of Nebraska,
Dakota and Wyoming have predicted so long. It is
in anticipation of this that Brigadier General George
A. Crook was, in 1875, transferred from Arizona, where
he had rendered brilliant service to the command of
the Department of the Platte, which includes in its
boundaries the principal agencies of the only savage
tribes whose power is a cause of apprehension to the
whites. His ability to warfare with the Indians has
been so well demonstrated in the country of the
Apaches, Comanches and Kiowas that it needs no
eulogy. In the War Office it is held in high esteem
and has caused the giving to him of the task of reduc-
ing to submission the wild bands of the Sioux. No
brigadier in the army could have inspired the people of
this department with more confidence in the efficacy
of his protecting power. His intention of fully exert-
ing it is determined. The measures to that end are to
be offensive as well as defensive until the enemy of the
miner and settler shall have recognized the futility of
further attempts at aggression and independence.

THE EXPEDITION.

has been projected which is to rendezvous at Fort
Fetterman, in Wyoming Territory, and is to move thence
into the region which is the summer resort of Crazy
Horse, Sitting Bull the Elder and Little Big Man, and
whence they make their incursions upon the white
settlements. It is a beautiful country, traversed by
the Big Horn, Yellowstone and Powder rivers, and
abounds in game and pasture. A portion of it is the
pasture of the Crow Indians (the Absarokes),
where, however, they are perpetually harassed,
and often beaten and massacred by the Sioux,
their ancient and inveterate foe. It is probable that
in the coming expedition the service of
Crow scouts will be employed and the old-time feud
between the Pawnees and the Sioux is expected to
flame up again. They owe the ruin of their tribe to the
Sioux, who now occupy their ancient domain.The united forces of the hostile Sioux are supposed
to number about 8,000 warriors. Constant reinforce-
ments will be available for them from among the young
men who lounge about the agencies on the White
River during the winter, and who amuse themselves
by committing murder and rapine during the summer.
The whole body of troops which will be directed
against them will number 3,000 men, principally
cavalry. General Crook will be in active command,
accompanied by his aides, Captain A. H. Nicholson and
Lieutenant Bourke. The march will begin about June 1.

THE EARLY SPRING EXPEDITION,

of which meagre and imperfect accounts have been
published, was little less than a failure, its results be-
ing much inferior to anticipation. From one of the
ablest field officers of the West I have received a
clear description of the campaign in which it
terminated, fought with Crazy Horse's band, near the
Powder River. But for the readiness of two subordi-
nate officers it would undoubtedly have proven a great
victory for the troops. Those of them who in ac-
tion did their duty admirably. Captain Egan, a valiant
commander, drove the Indians into a deep canyon
steeply walled by cliffs, while Captain Noyes, execut-
ing a rapid movement, captured their herd of ponies,
which was grazing on the bottom. Captain Moore,
who was stationed on the plateau, was ordered to
advance to the edge of the canyon and pour a plunging
fire upon the enemy huddled in the narrow space
below. Had this been done there is no doubt that
they would have been annihilated. But the order
was not obeyed. Captain Moore did not move to his
position and the Indians escaped. They afterward re-
captured their ponies. Captain Noyes having un-
derstood the facts before the firing, he sent his
men to destroy with his command the Sioux village
and fire and carbine, has given no explanation of his
whereabouts during the action. It is simply known that
he was in the rear. It appears from the report that
the attack upon Crazy Horse was well planned, but
that it miscarried through the cowardice, jealousy or
superciliousness of the officers. It is probable that
three of these are to be tried by court martial, and it
is probable that their conduct will then appear in the
true light. According to General Crook's theory of
the probability of capturing the Sioux in the spring
the Indians of the plains the season in which that
military stroke was attempted was a season of great
famine. The Indians were driven from June until
October they would wander from pasture to
pasture and hunting ground, and the probability of
capturing them was very small. The fruit of the present
expedition, therefore, is more likely to be the ashes of
wasted gunpowder than any other result. The Sioux
may steadily add many acres to their blood-
incursed territory.

AN EDITOR'S RESENTMENT.

The prevailing feeling among the population west of the
Missouri River toward the men is that of the highway-
man. He is not a robber, but a murderer. He is not a
man of war, but a man of blood. He is not a man of
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BASE BALL NOTES.

The Boston and Mutual play on the Union Grounds
this afternoon. It is said that Lenken, the pitcher
of the Brooklyn (professional) club, will pitch for the
Mutuals in this game.The Athletics will play the Philadelphia in Philadel-
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PARIS LOCOMOTION.

THE TRAMWAY SYSTEM—RAPID TRANSIT AND
CHEAP FARES.

In 1853 M. Loubat, a Frenchman, who had resided for many years in the United States, laid down the first tramway introduced in Paris. It consisted of two lines, one running from the Place de la Concorde to Boulogne and Versailles and the other from Rue de la Paix to Rue de la Vierge. They were known by the title of the *Chemins de Fer Américains*, that of "tramways" being of later adoption. At first they were looked upon with little favor, and it was not until they were extensively introduced in London and other cities that the attention of French legislators and speculators was drawn to them. In fact, it was only in 1873 that the advantages of the system were fully recognized here. In that year a city ordinance was published authorizing the construction of several lines of tramway in Paris and the banlieue. This mode of conveyance has become exceedingly popular, and the profits realized by the lines already laid down are so large that people are eagerly investing their money in new enterprises of the same character.

Three tramway companies now divide between them the conveyance of passengers in Paris and its environs. A fourth company (self especially with the transportation of passengers from Paris to Versailles and the intermediate points) is being organized.

The Compagnie Générale des Omnibus conveys on its tramway lines passengers to and from the following points:

1. From the Louvre to St. Cloud and the intermediate points.

2. From the Louvre to St. Germain and the intermediate points.

3. From the Louvre to Vincennes and the intermediate points.

4. From the Louvre to St. Germain and the intermediate points.

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